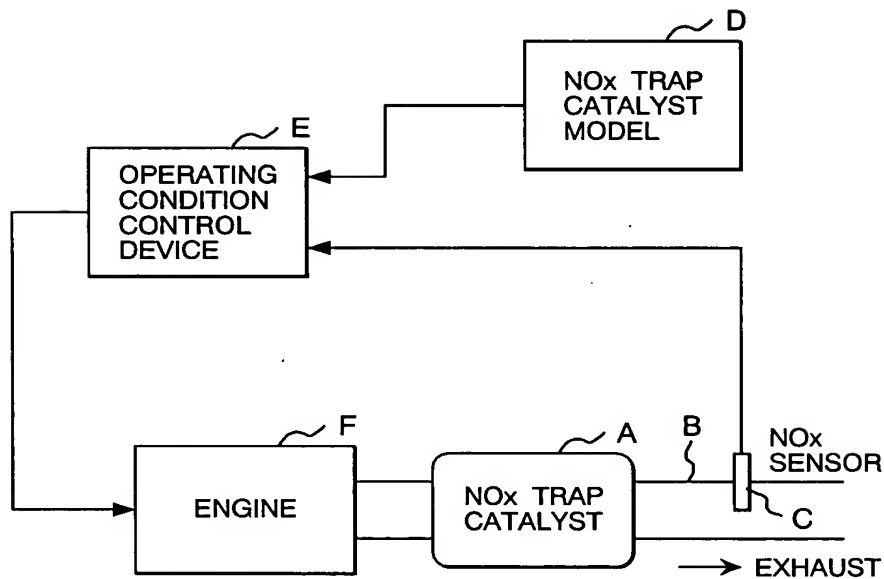
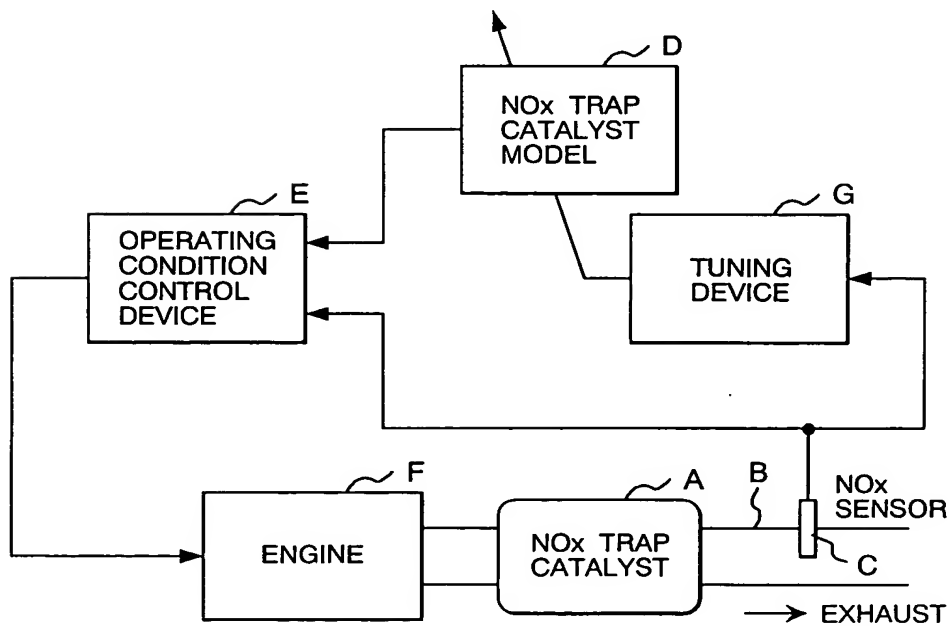


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**FIG. 1**

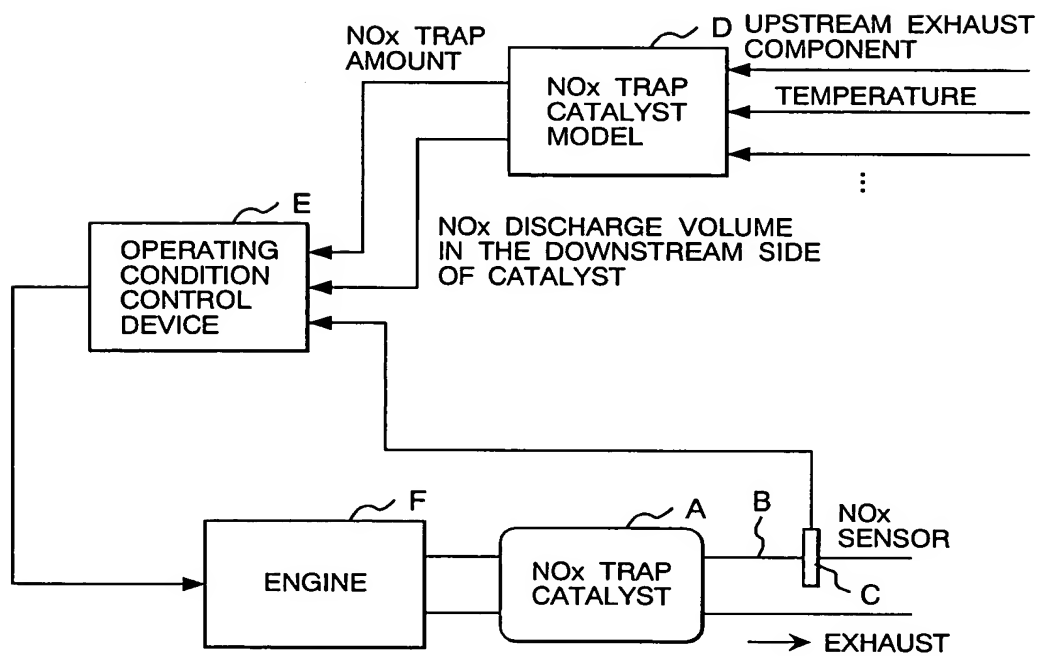


**FIG. 2**



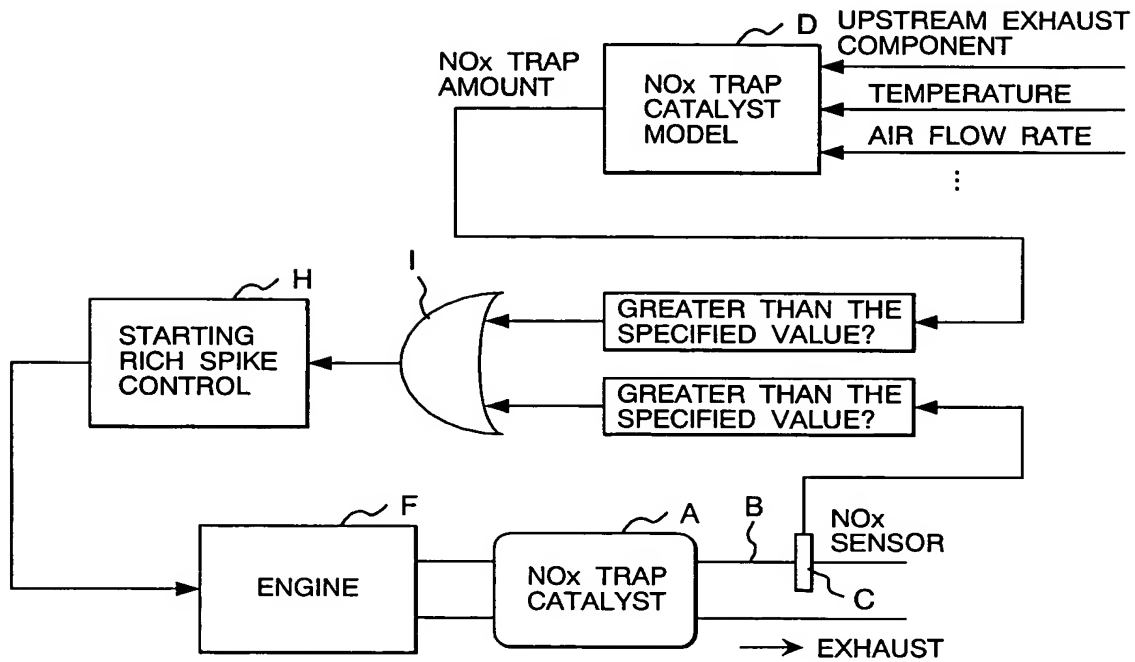
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**FIG. 3**

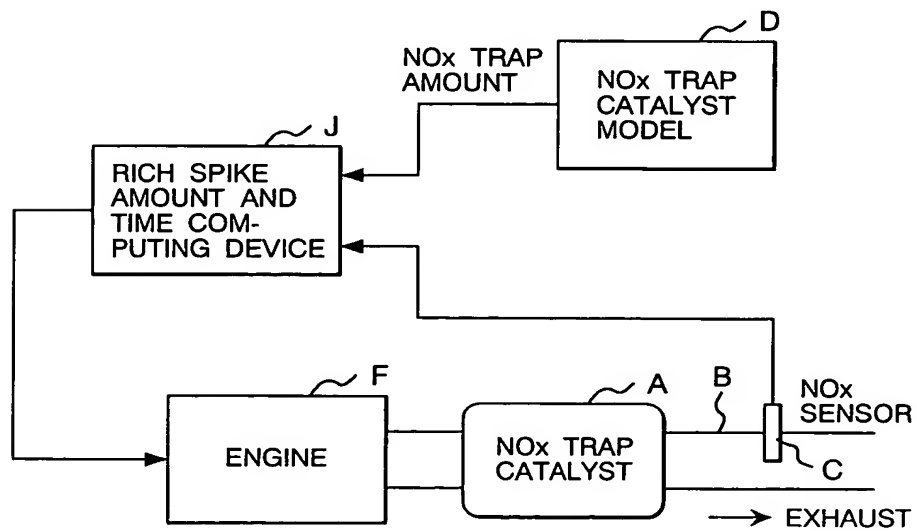


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**FIG. 4**

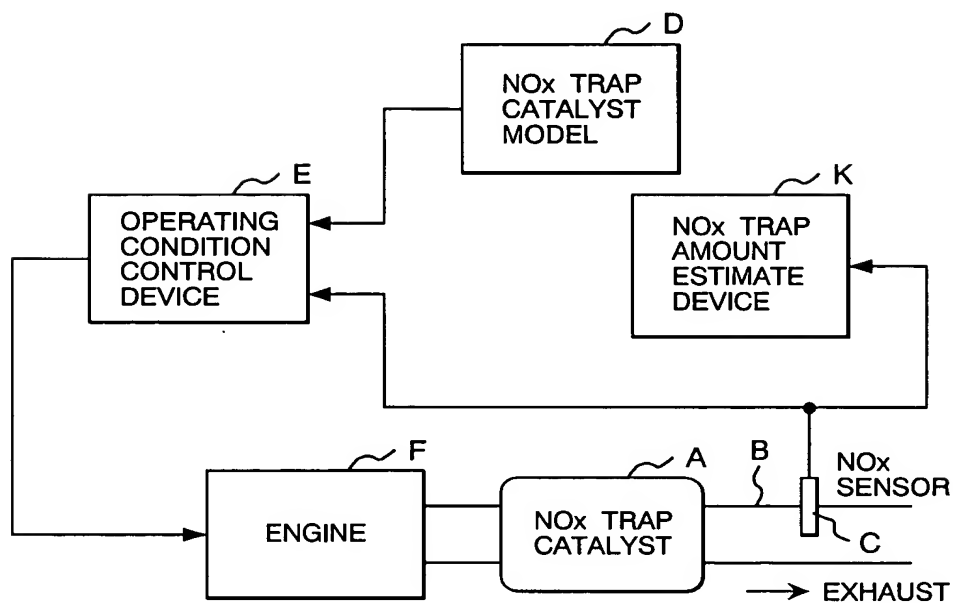


**FIG. 5**

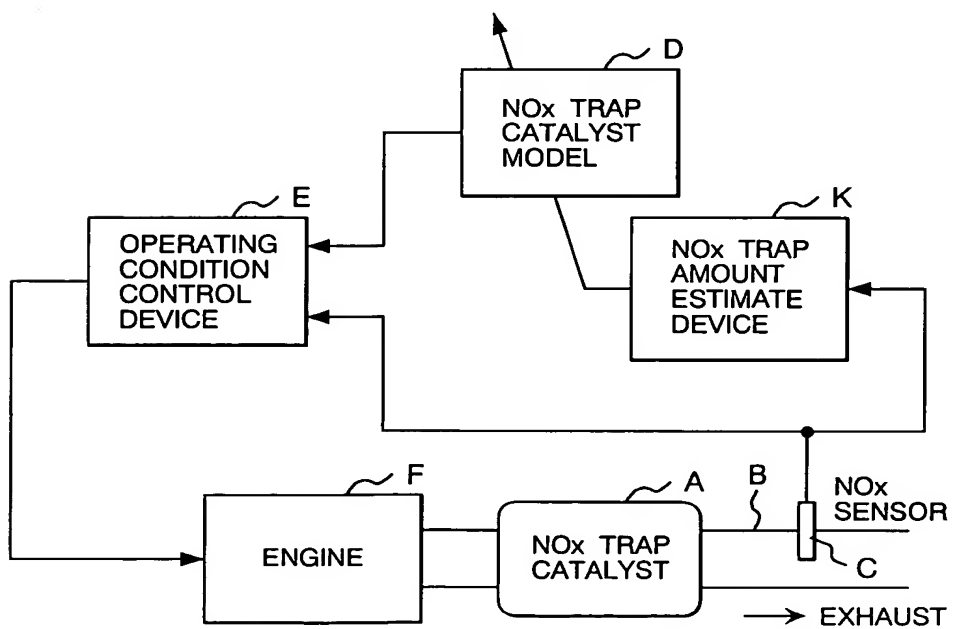


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**FIG. 6**

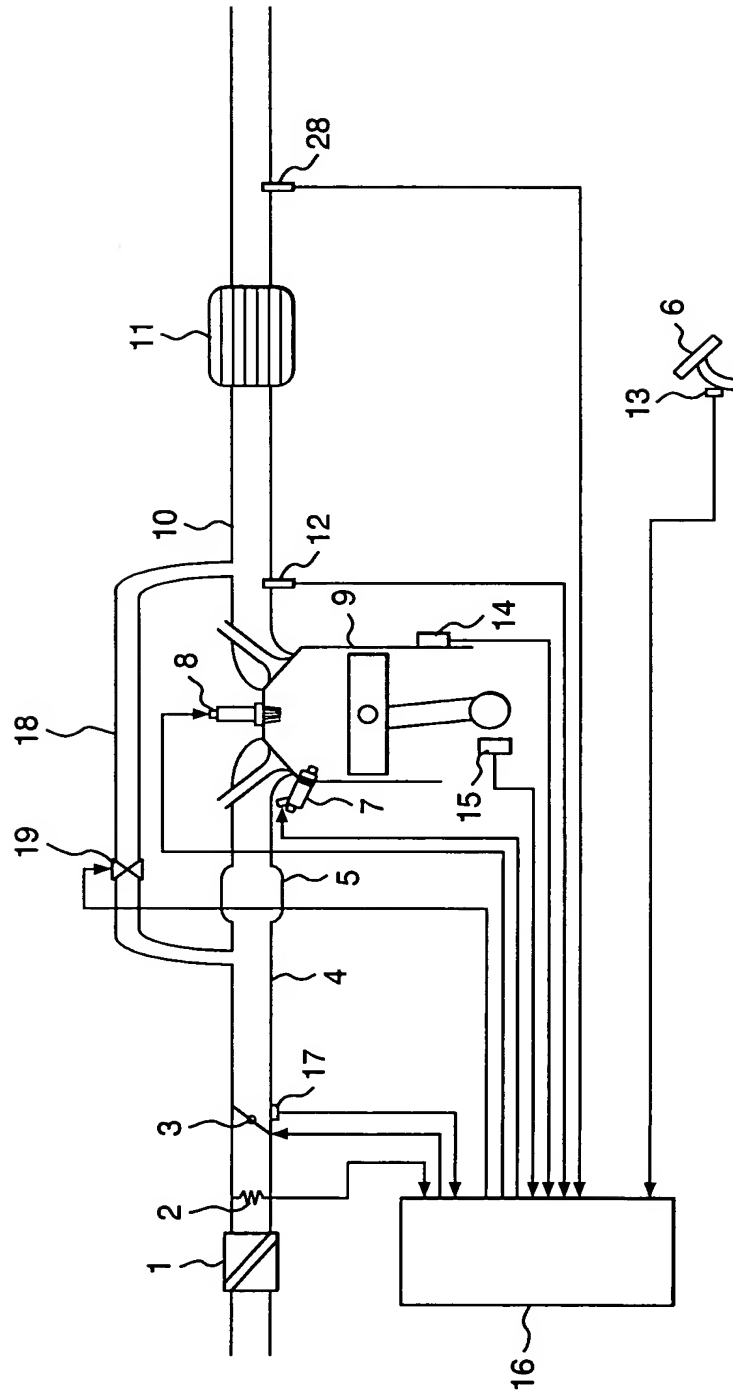


**FIG. 7**



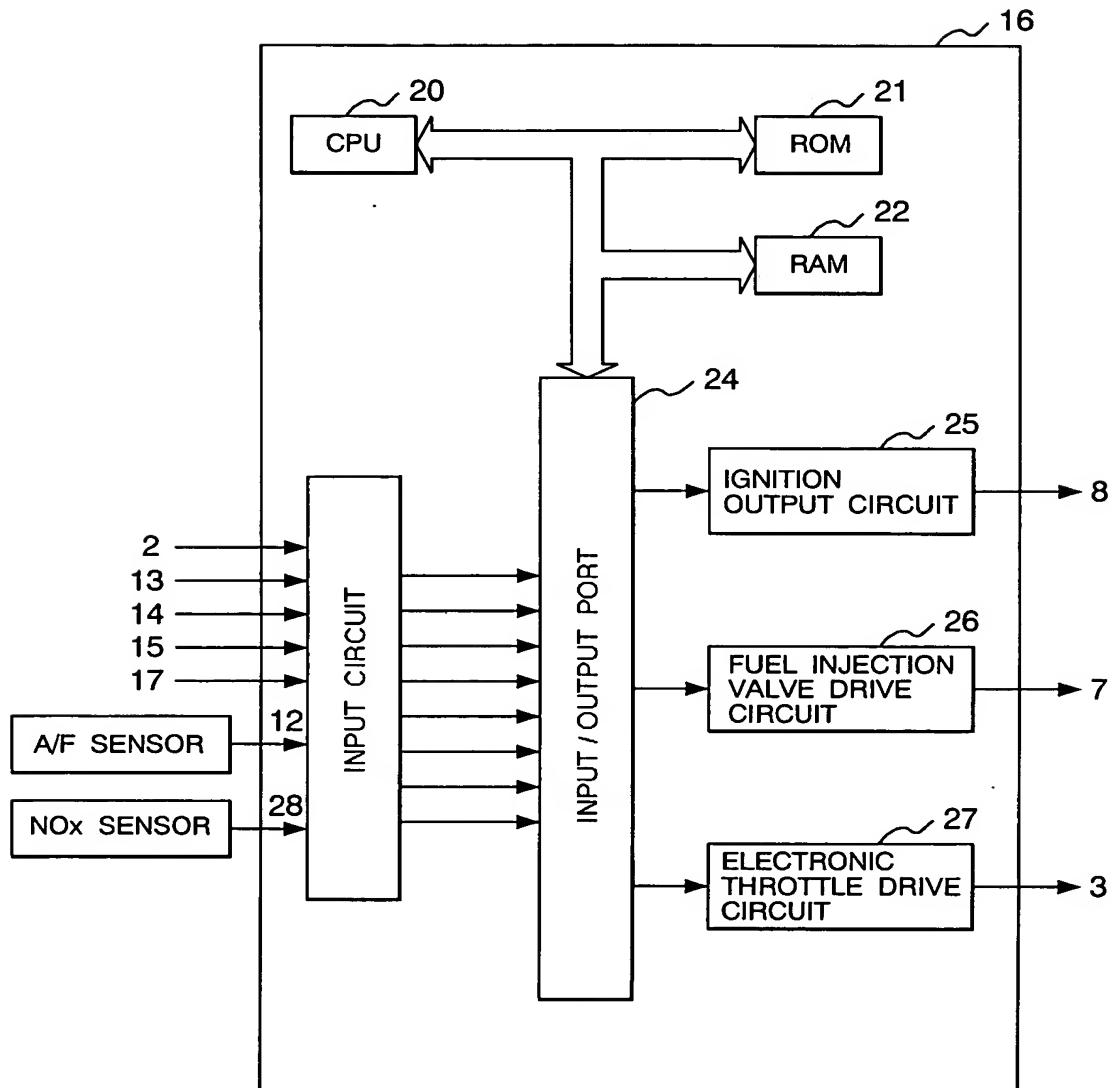
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FIG. 8



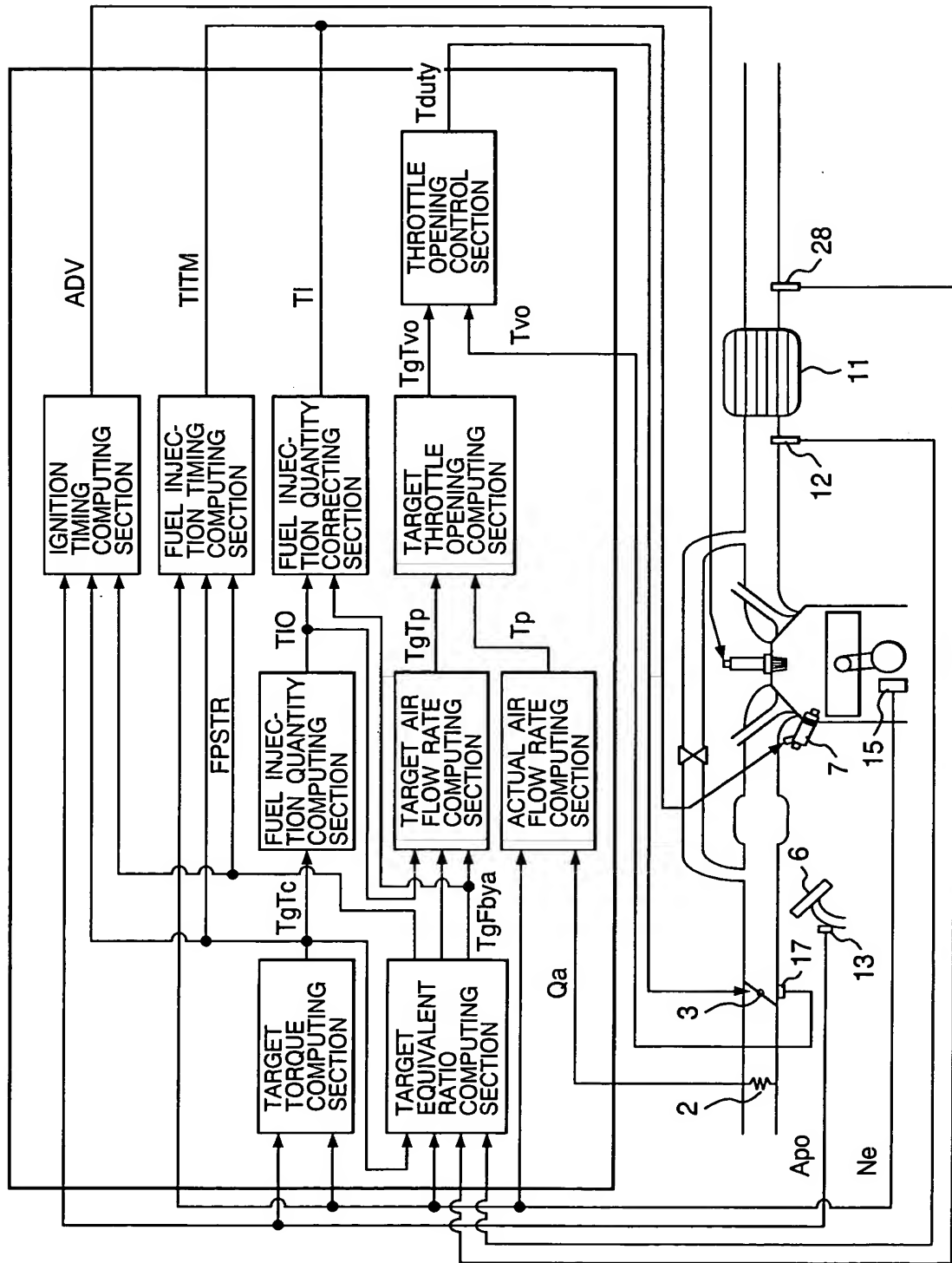
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**FIG. 9**



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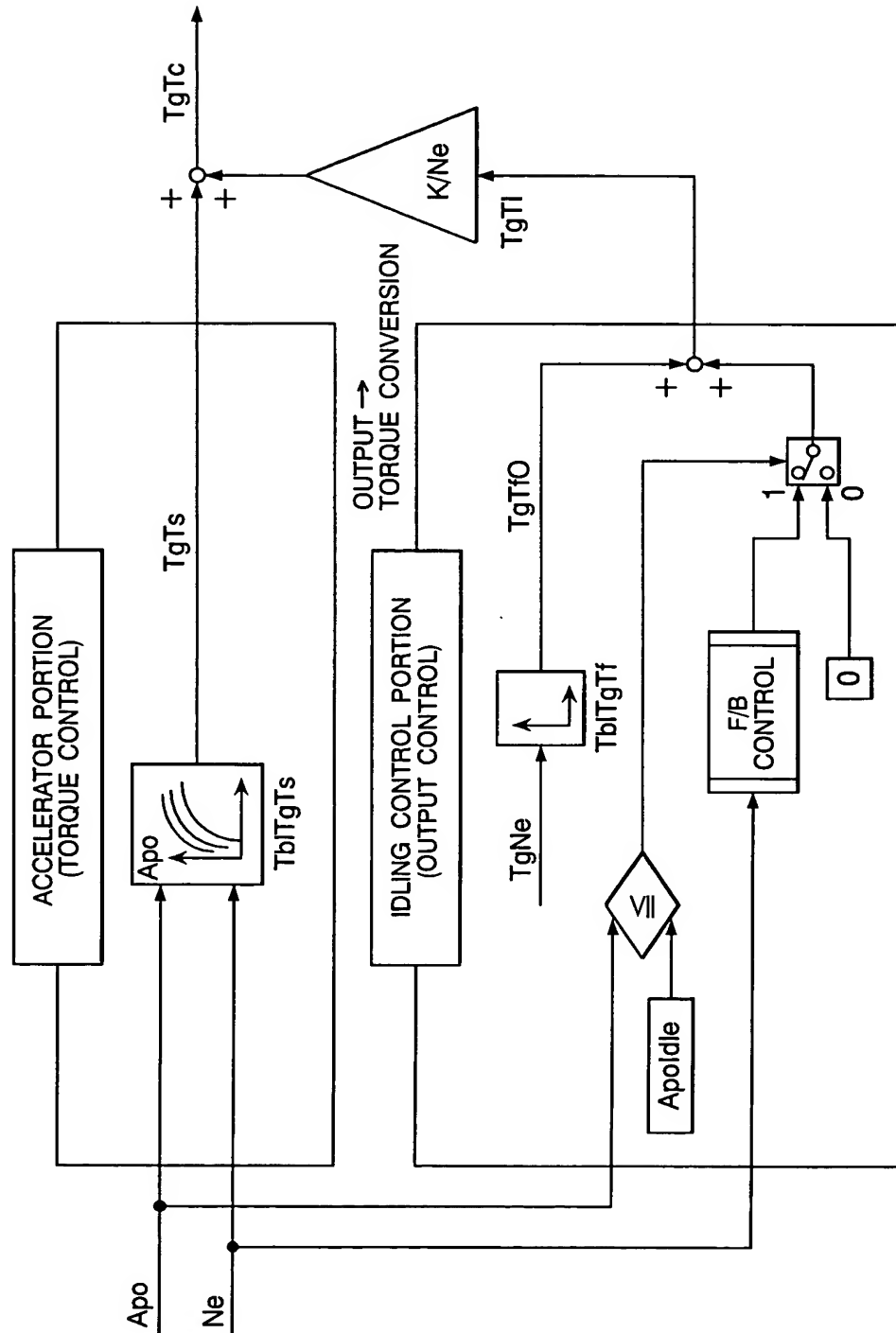
FIG. 10



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FIG. 11

< TARGET TORQUE COMPUTING SECTION >

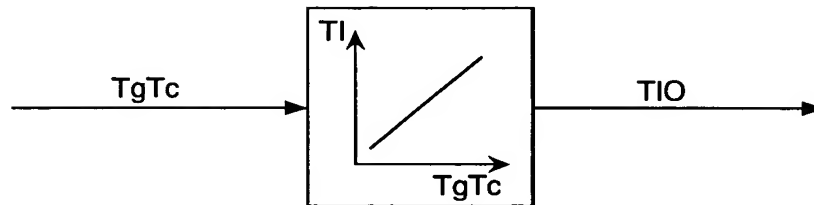




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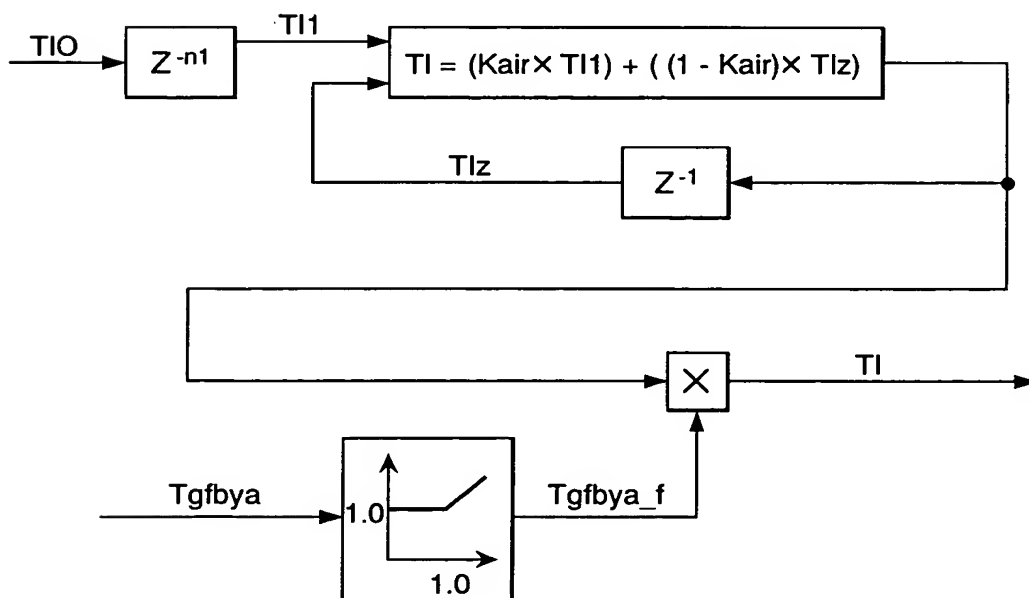
**FIG. 12**

< FUEL INJECTION QUANTITY COMPUTING SECTION >



**FIG. 13**

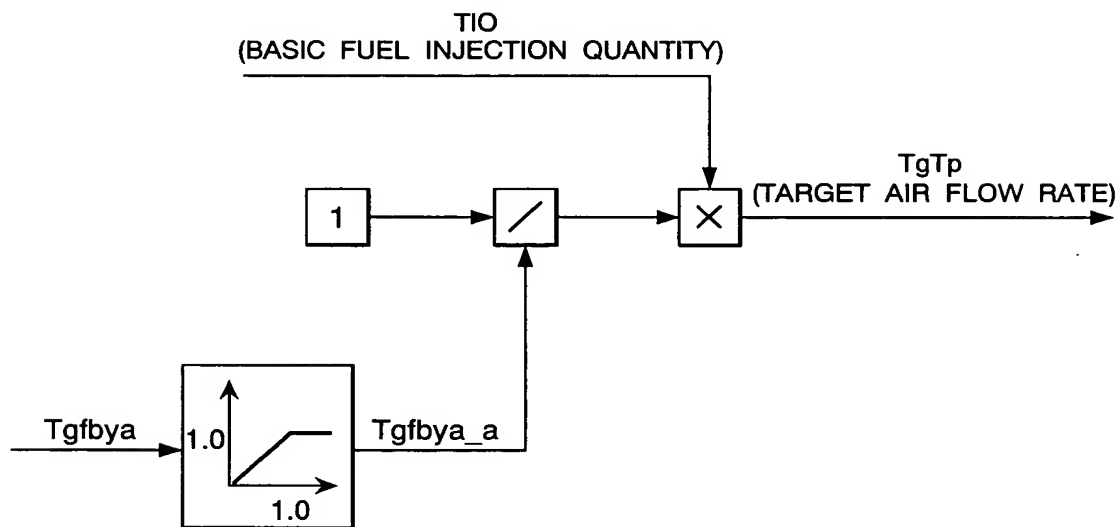
< FUEL INJECTION QUANTITY CORRECTING SECTION >



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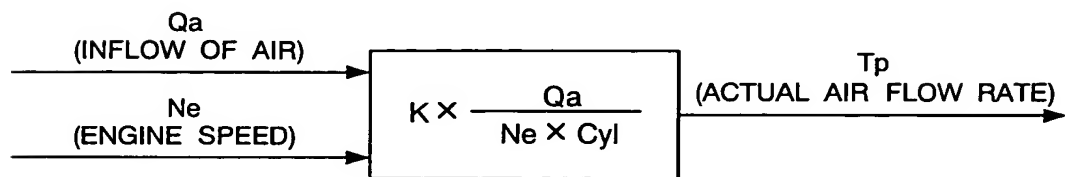
**FIG. 14**

< TARGET AIR FLOW RATE COMPUTING SECTION >



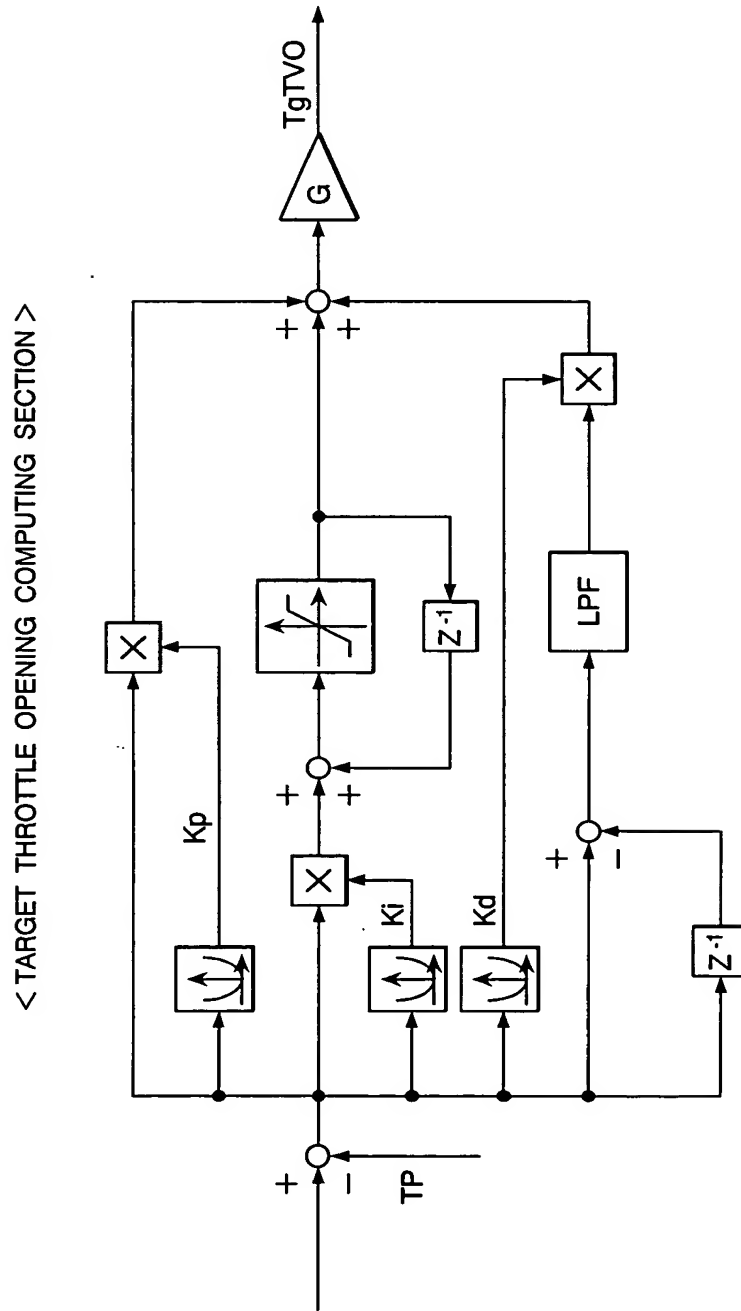
**FIG. 15**

< ACTUAL AIR FLOW RATE COMPUTING SECTION >



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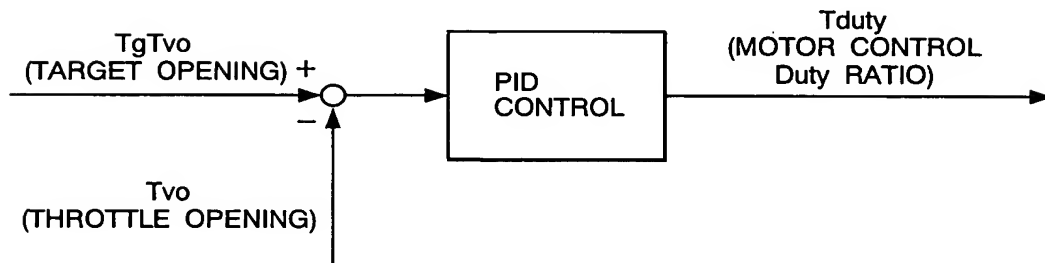
FIG. 16



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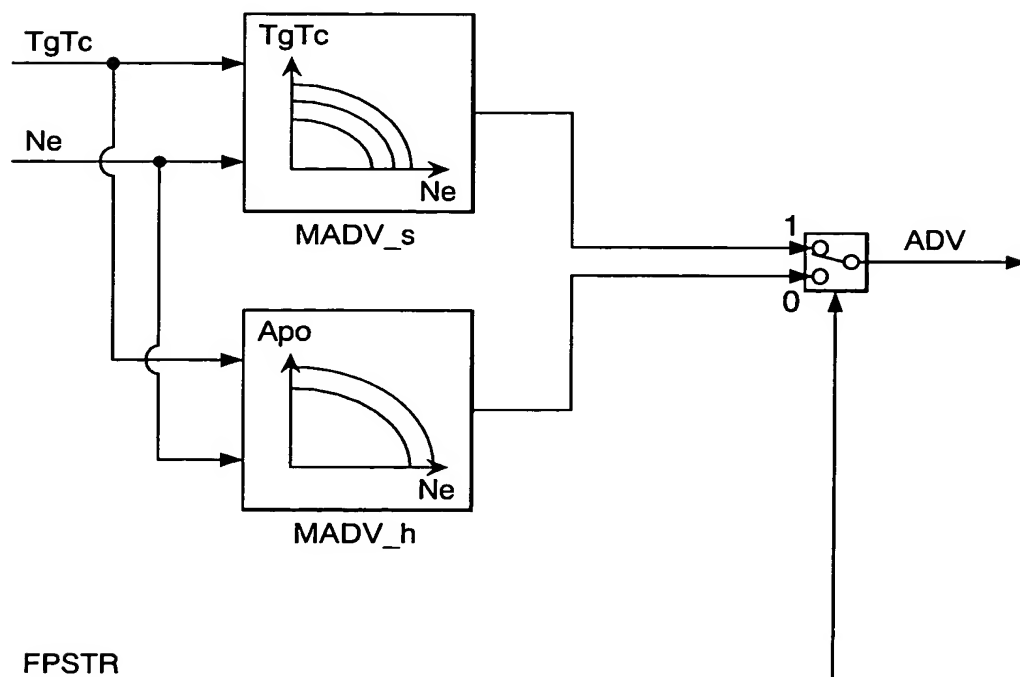
**FIG. 17**

< THROTTLE OPENING CONTROLLING SECTION >



**FIG. 18**

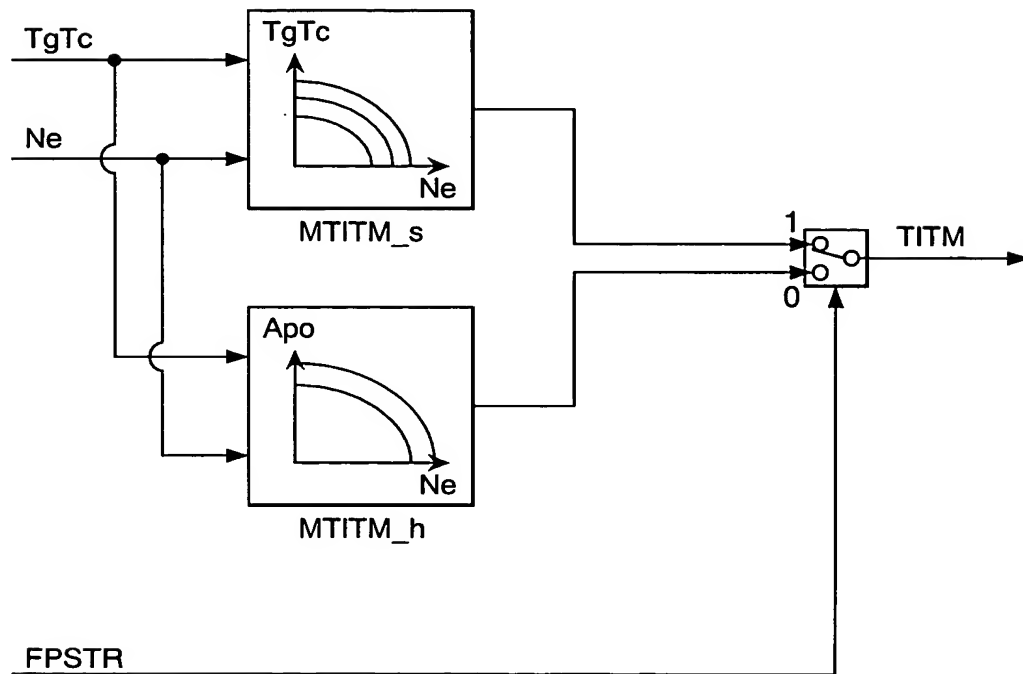
< IGNITION TIMING COMPUTING SECTION >



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**FIG. 19**

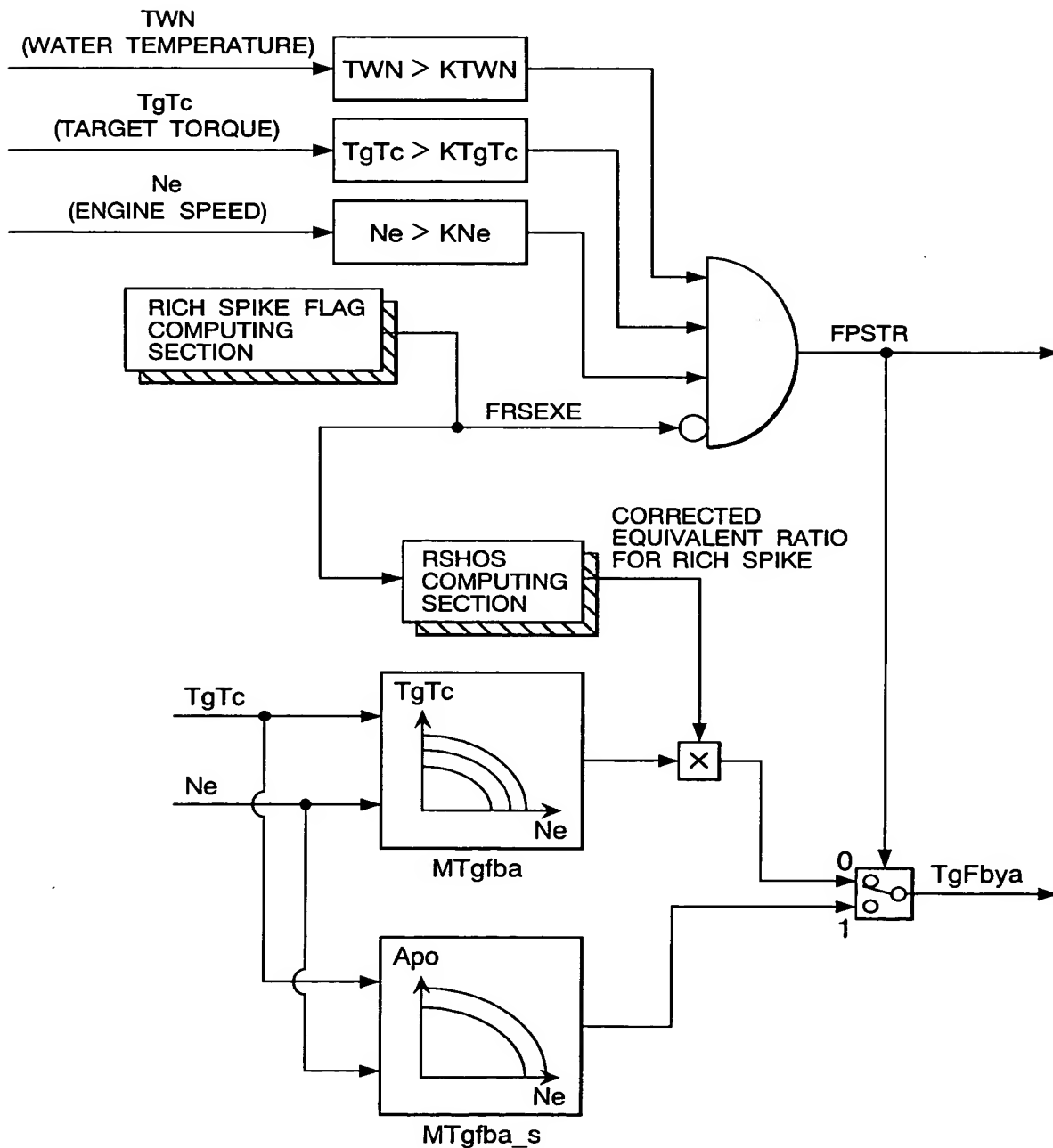
< FUEL INJECTION TIMING COMPUTING SECTION >



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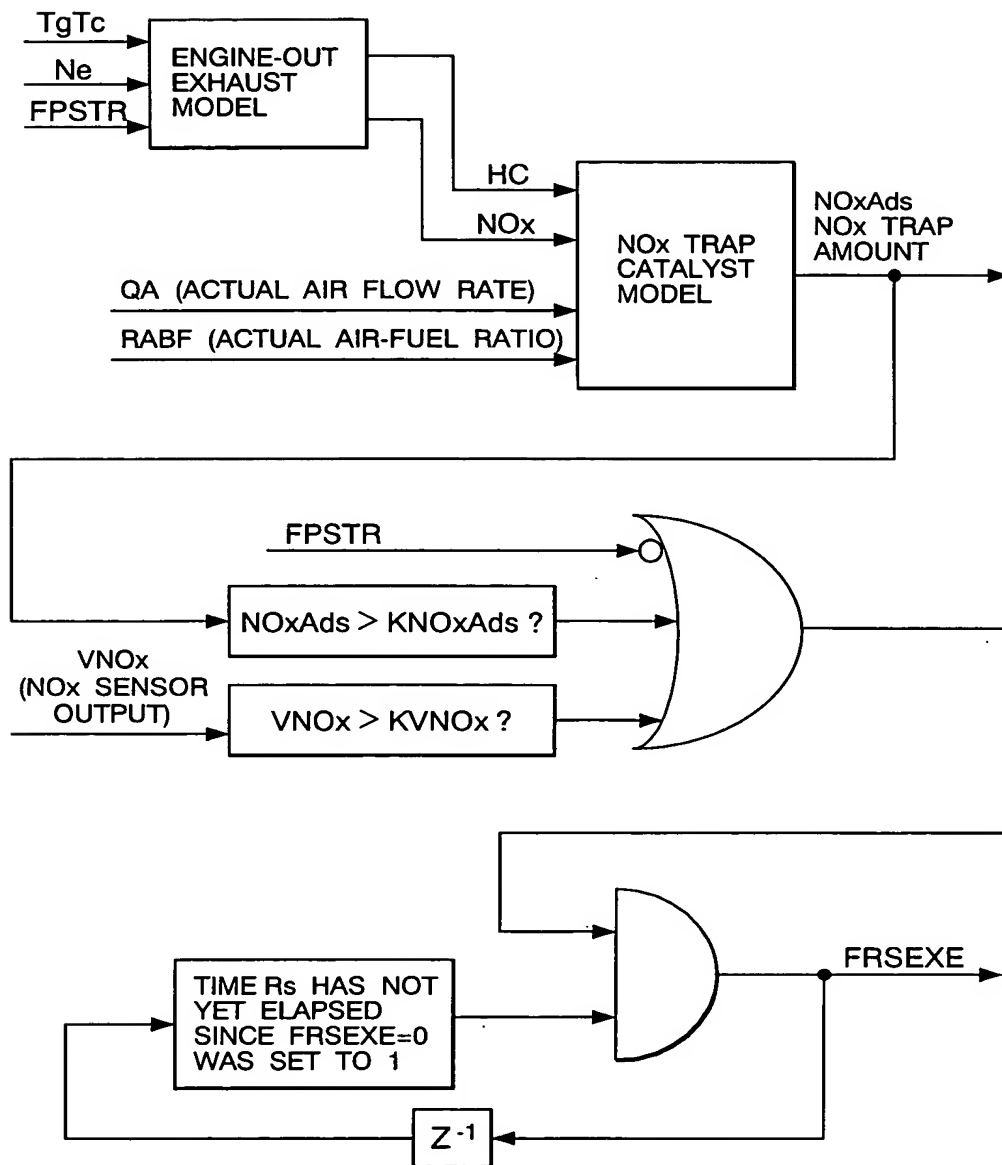
**FIG. 20**

< TARGET EQUIVALENT RATIO COMPUTING SECTION >



## FIG. 21

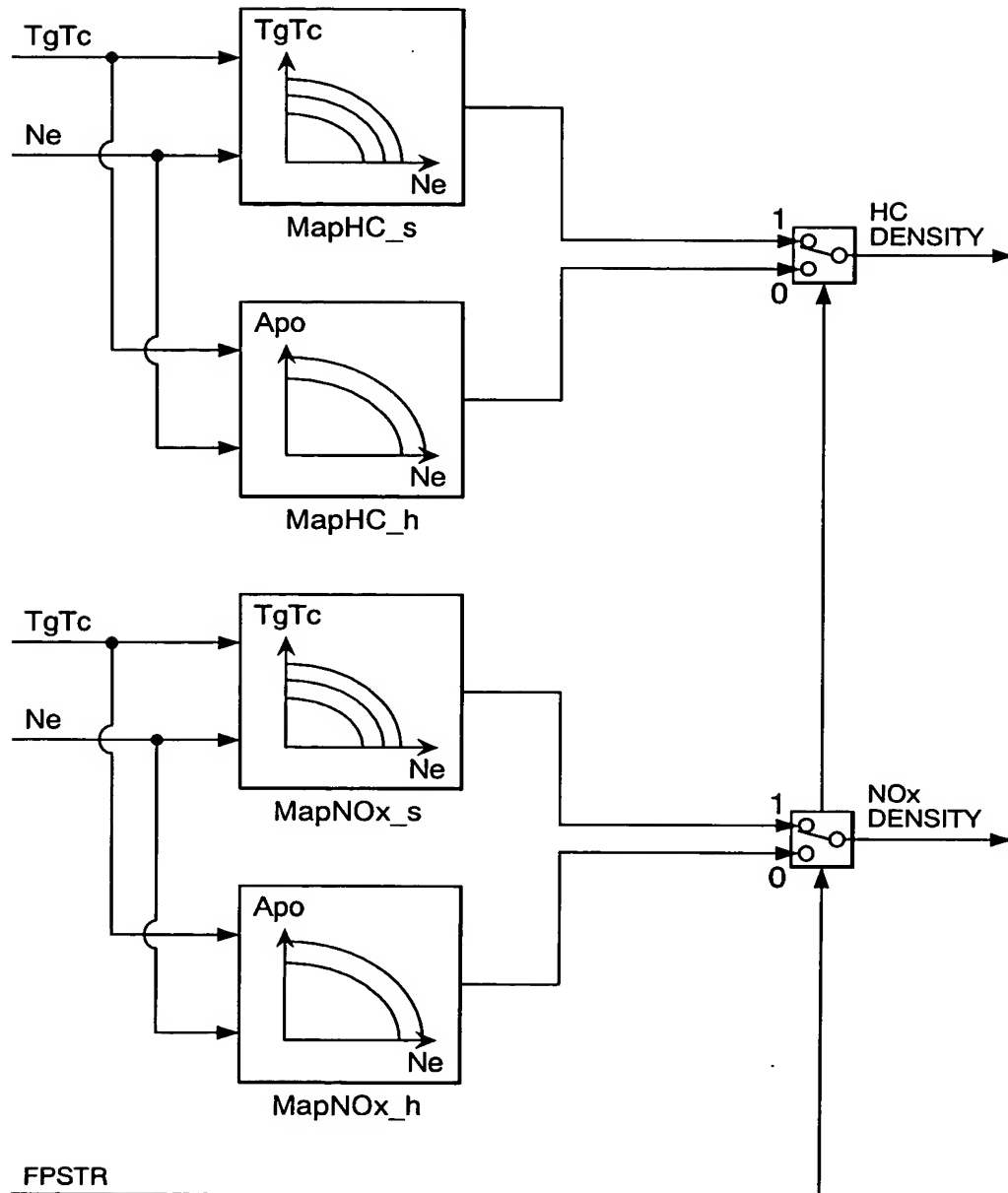
### < RICH SPIKE FLAG COMPUTING SECTION >



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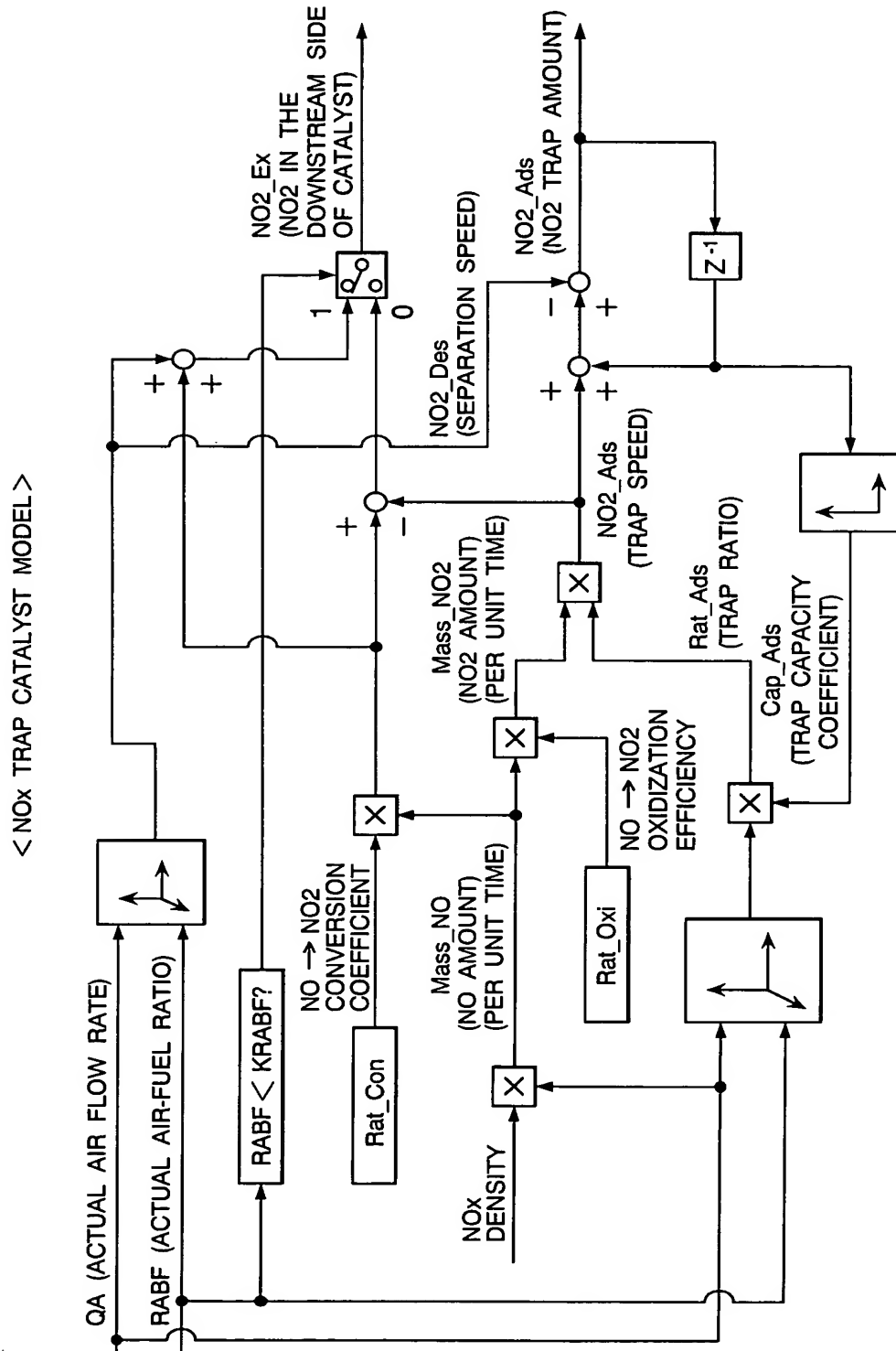
## FIG. 22

< ENGINE-OUT EXHAUST MODEL >





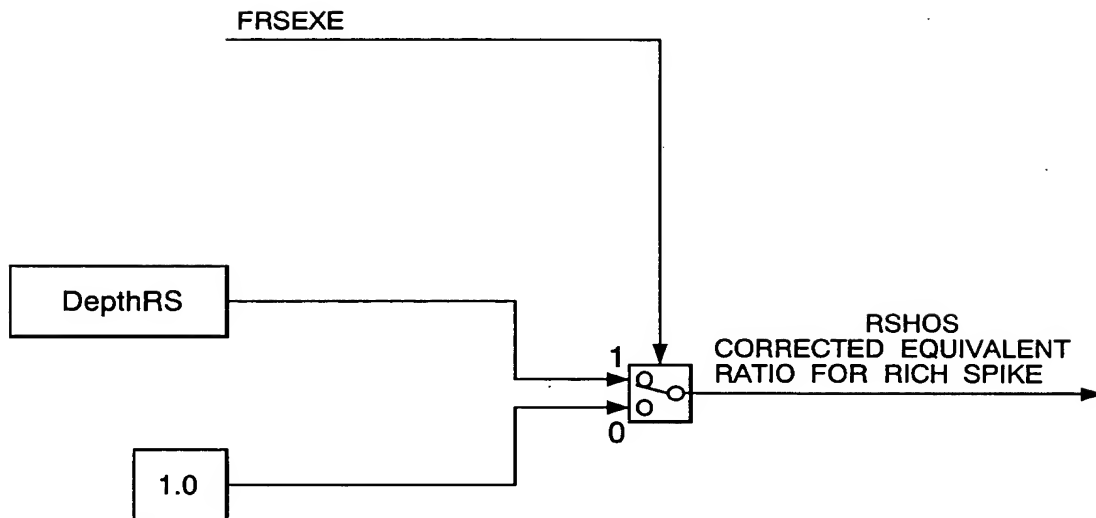
**FIG. 23**



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**FIG. 24**

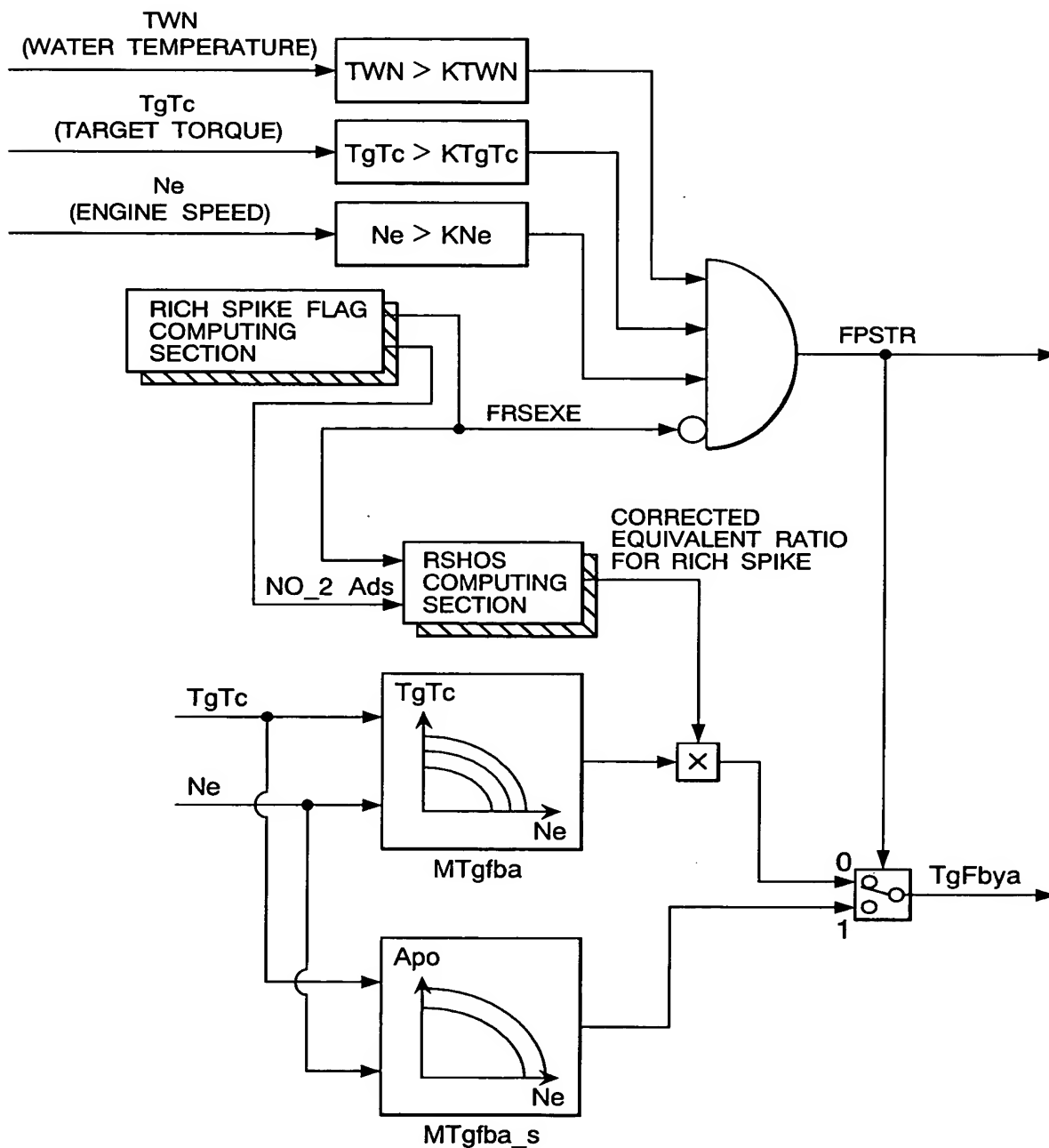
< RHOS COMPUTING SECTION >



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**FIG. 25**

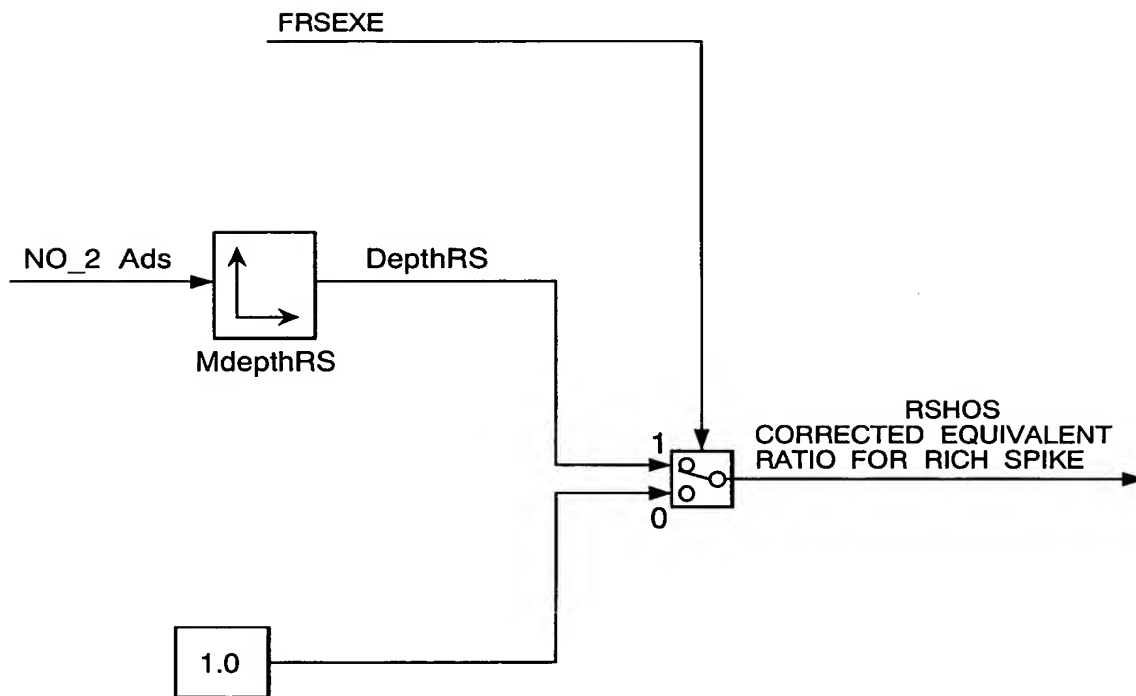
< TARGET EQUIVALENT RATIO COMPUTING SECTION >



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**FIG. 26**

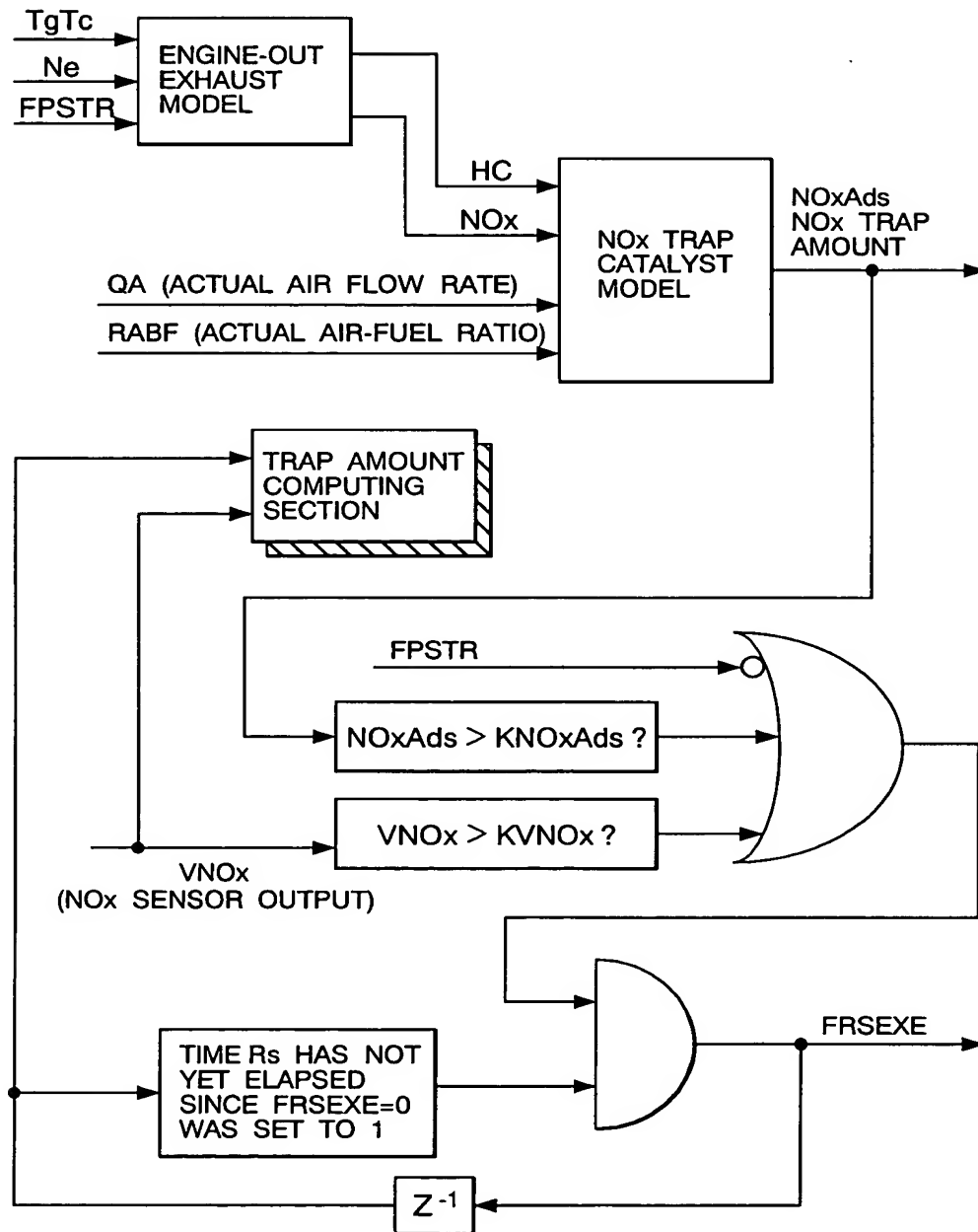
< RHOS COMPUTING SECTION >



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## FIG. 27

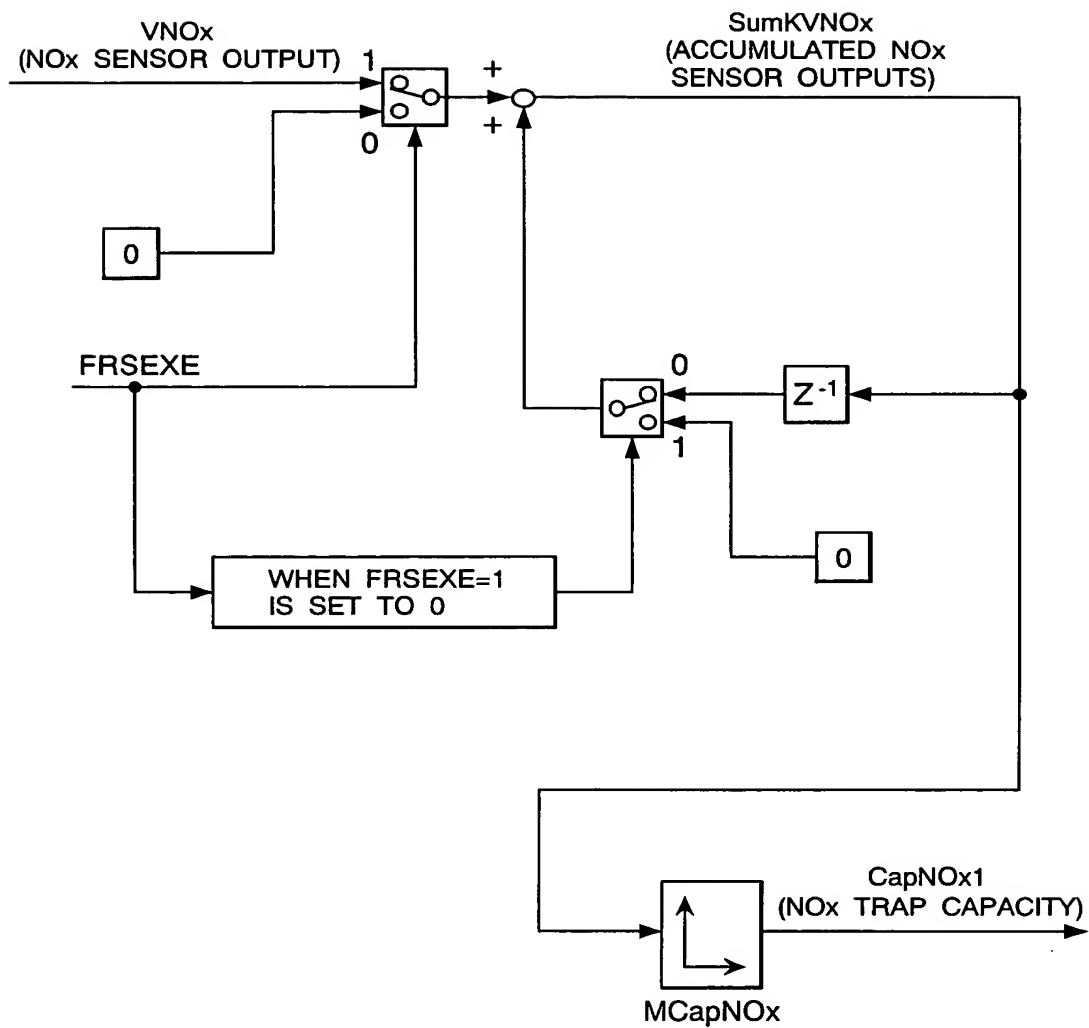
### < RICH SPIKE FLAG COMPUTING SECTION >



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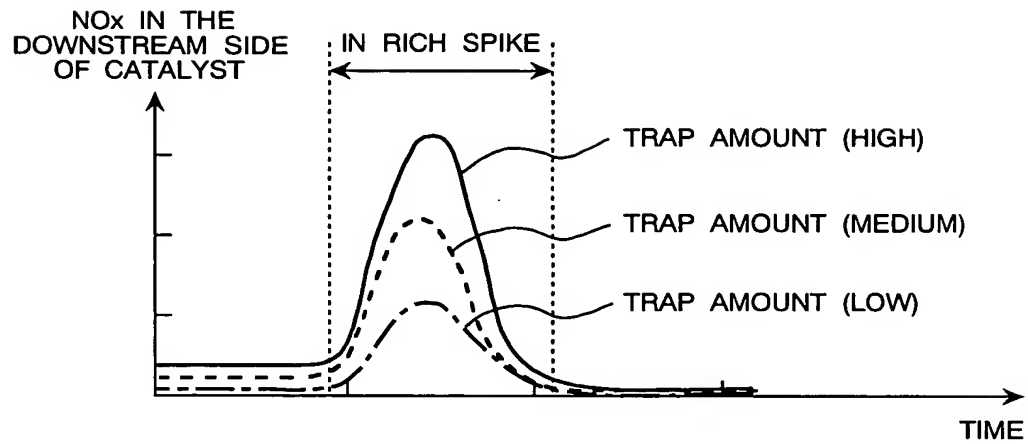
**FIG. 28**

< TRAP AMOUNT COMPUTATION >



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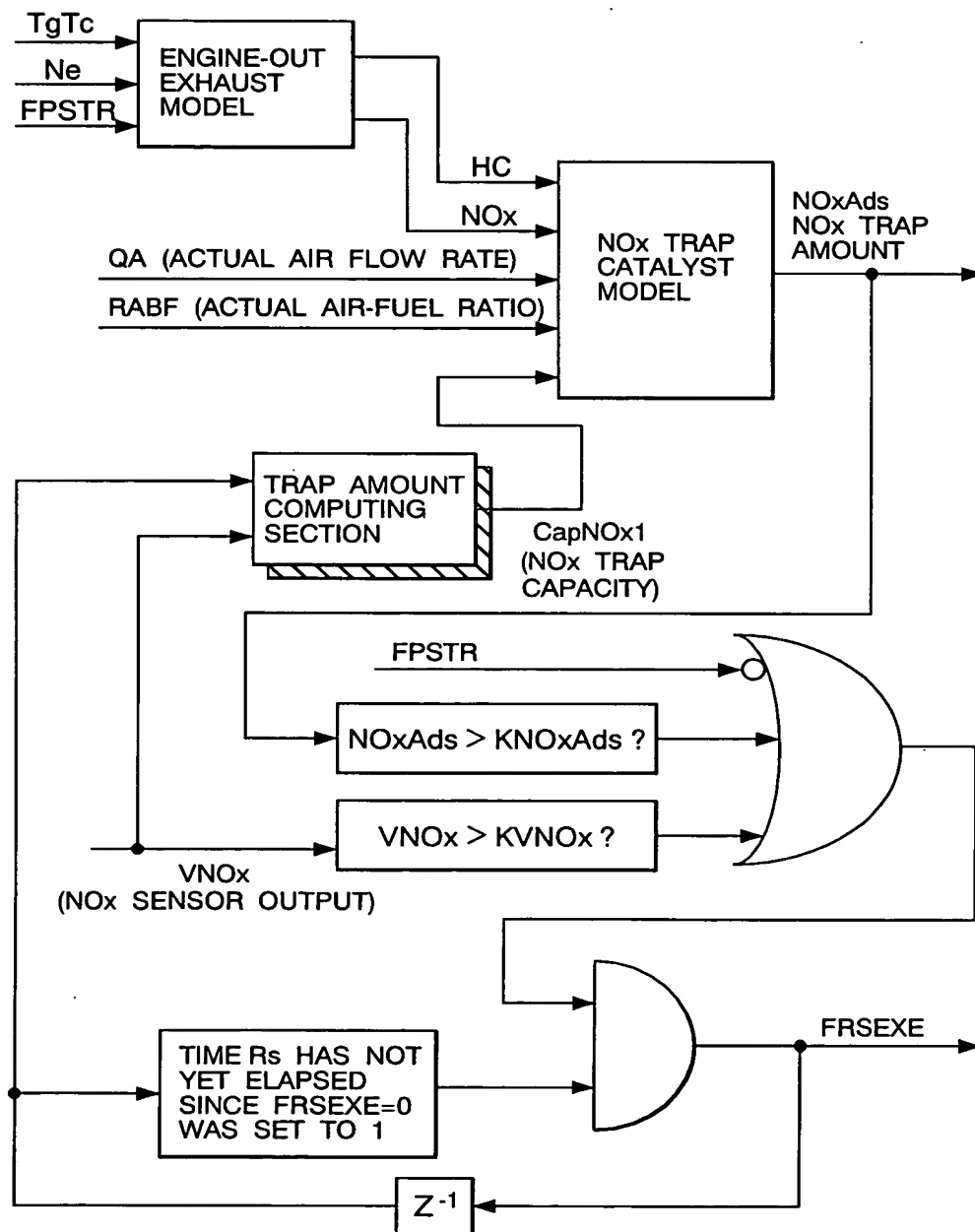
**FIG. 29**



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**FIG. 30**

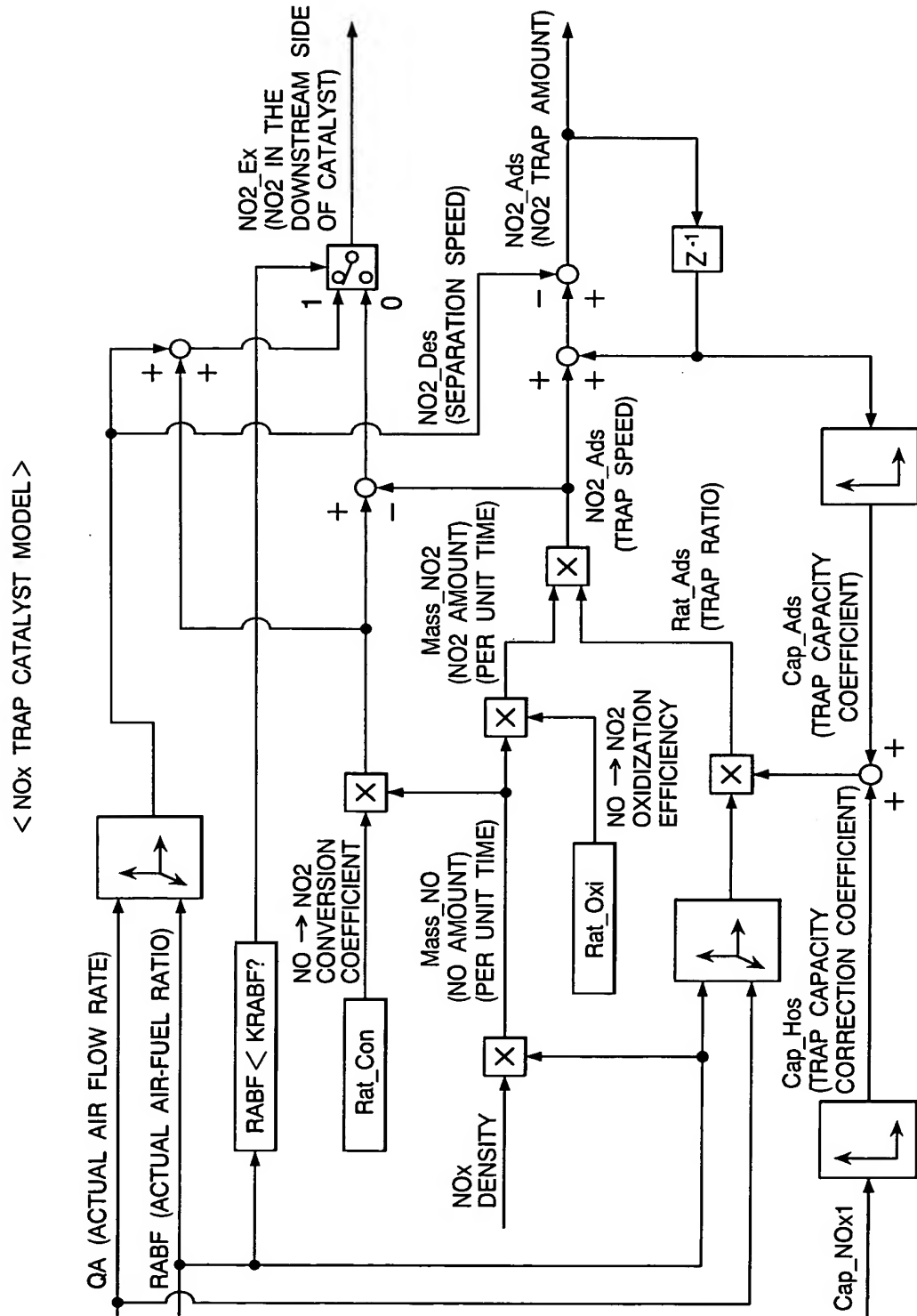
< RICH SPIKE FLAG COMPUTING SECTION >





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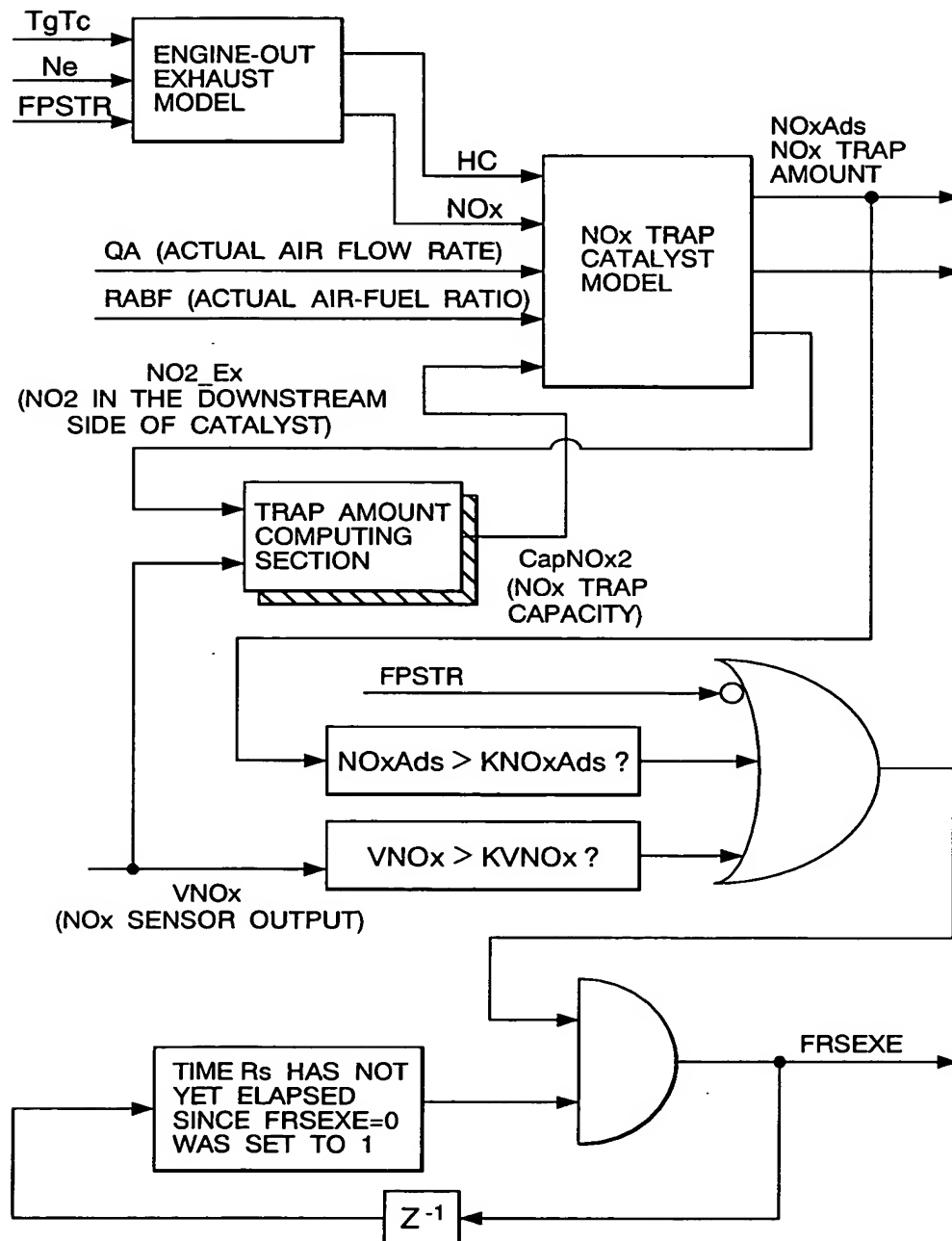
FIG. 31



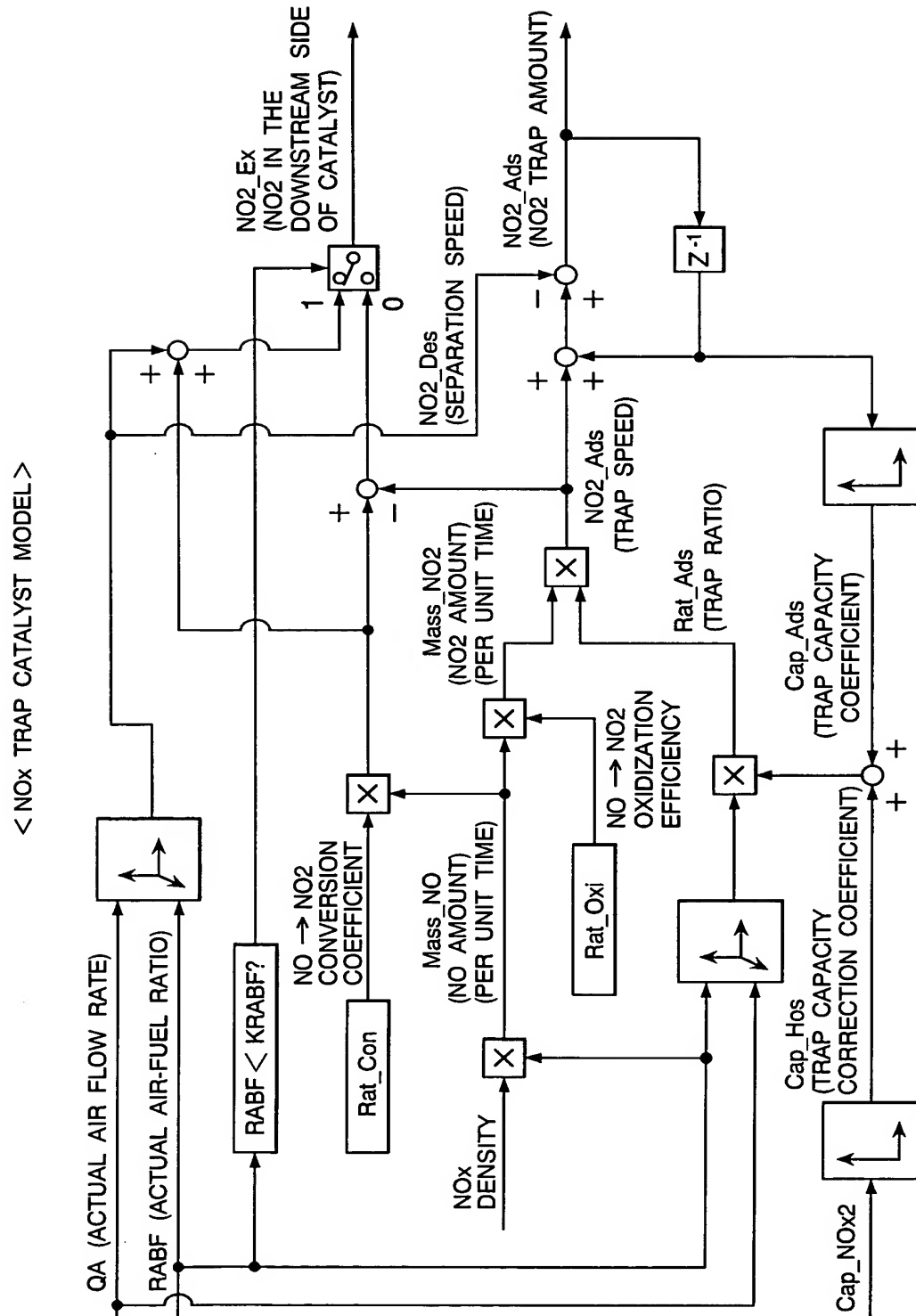
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## FIG. 32

### < RICH SPIKE FLAG COMPUTING SECTION >



**FIG. 33**



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**FIG. 34**

< TRAP AMOUNT COMPUTATION >

